

Incl. Marco Oct. 1 - 1922

GREAT NORTHERN RAILWAY



SPOKANE DIVISION.



TIME TABLE No. 6.

TO TAKE EFFECT AT 12 O'CLOCK A. M.

SUNDAY, OCTOBER 1, 1922.

Superseding Spokane Division Time Table No. 10, dated May 1, 1922, and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

IMPORTANT CHANGES HAVE BEEN MADE IN SPECIAL RULES—NOTE CAREFULLY.

J. M. DOYLE, Superintendent.

A. L. BERGFELD, General Supt. of Transportation.

W. R. SMITH, General Superintendent.

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST SUBDIVISION—TROY TO SPOKANE.

THIRD CLASS					SECOND CLASS					FIRST CLASS														
689					691					695					429					451				
Local Freight					Local Freight					Local Freight					Freight					Freight				
Daily					Daily					Daily					Daily					Daily				
Ex Sunday					Ex Sunday					Ex Sunday					Ex Sunday					Ex Sunday				
L 6.00m					A 2.15m					L 1.35					9.20					9.20				
6.15					1.50					9.40					9.55					10.10				
6.40					2.10					9.55					10.10					10.35				
7.40					2.35					10.10					10.35					10.55				
8.00					2.55					10.55					11.05					11.25				
11.00					3.15					10.35					11.05					11.25				
12.40					4.00					11.40					12.05					12.25				
1.00					4.20					11.55					12.20					12.40				
1.35					4.50					12.30					12.55					1.10				
2.11					5.05					12.30					1.10					1.30				
2.40					5.30					12.45					1.15					1.35				
3.00					6.05					1.10					1.30					1.50				
3.30					6.45					1.25					1.45					1.65				
3.40					7.11					1.45					1.65					1.85				
4.00m					8.00m					2.15					2.35					2.55				
5.55					9.20					2.55					2.75					2.95				
6.00m					9.30m					2.55					2.75					2.95				
Daily					Daily					Daily					Daily					Daily				
Ex Sunday					Ex Sunday					Ex Sunday					Ex Sunday					Ex Sunday				
689					691					695					429					451				
10.00					10.30					10.15					10.15					10.15				
7.0					14.7					7.83					12.15					12.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00					10.30					10.15					10.15					10.15				
10.00																								

SPECIAL RULES.

Westward trains are superior to eastward trains of the same class. No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.

Trains 43 and 284 meet on double track between O.-W. R. & N. Jct. and Milliard.

On single track between G.-W. N. R. & N. Jct. and end of double track at west end Bridge 263 (Spokane) train movements will be governed by signal indications.

Clearance Car Form 219 will confer running rights subject to rules on double track between Dean and Milyard, Milyard and O.-W. R. R. & N. Junction, and between Bridges 268 (Spokane) and Bridge 274 (Fort Wright). Westward trains will get clearance at Dean, Milyard and O.-W. R. R. & N. Junction, Eastward trains at Fort Wright, O.-W. R. R. & N. Junction and Milyard.

Only first class trains and trains originating at Spokane Passenger Station will require clearance at Spokane.

FIRST SUBDIVISION—SPOKANE TO TROY.

EASTWARD. 3

FIRST CLASS							Time Table No. 6 Effective OCT. 1, 1922.	Distance from Spokane	SIGNS	SECOND CLASS		THIRD CLASS		
4	264	258	28	44	256	2				452	690	696	692	
Passenger	Passenger	Passenger	Express	Passenger	Passenger	Passenger				Freight	Local Freight	Local Freight	Local Freight	
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
STATIONS														
A 2:00am			A 2:45pm	A 1:55pm		A 12:15pm	TROY.....	139.55	REDNWPCT	A 6:15am		A 27-45m		
1:45			2:30	1:33		12:01pm	VAKT.....	132.86	P	5:45		3	3:00	
1:30			2:15	1:17		11:49	LEONIA.....	126.82	DNP	5:15		28	2:15	
1:14			2:00	1:00		11:36	KATKA.....	118.89	PW	4:45		43-44	1:00	
12:58			1:45	12:45		11:22	CROSSPORT.....	112.47	P	4:15		12-10pm		
12:50	A 9:30pm		1:35	12:35		11:16	BONNER'S FERRY.....	106.17	REDNWP Y K	3:53		11 30 2	9:30pm	
12:39	1:18		1:22	12:20		11:04	MORAVIA.....	108.20	P	3:15		8:30		
12:28	9:07		1:10	12:08pm		10:56	NAPLES.....	96.78	DNPW	2:50		7:55		
12:18	8:54		1:00	11:51		10:45	ELMIRA.....	89.89	P	2:25		263	7:36	
12:08am	8:39		12:50	11:38		10:35	COLBURN.....	82.58	P	2:05		7:00		
	8:33			11:32			BRONX.....	80.14						
11:56	8:23		12:35	11:22		10:23	SAND POINT.....	74.93	REDNWPCT Y K	1:35		4:00pm	6:30am	
11:46	8:11		12:24	11:12		10:12	HORNBY.....	70.57	P	12:50		3:33		
11:38	8:04		12:17	11:03		10:06	WRENCOE.....	66.91	P	12:35		3:05		
11:30	7:54		12:10	10:52		9:59	LACLEDE.....	60.90	D PW	12:20		2:35		
11:23	7:43		12:03pm	10:41		9:53	THAMA.....	56.18	P	12:05pm		1:50		
11:16	7:37		11:57	10:34		9:48	PRIEST RIVER.....	52.64	D P	11:45		1:30		
11:04	7:25		11:49	10:19		9:38	NEWPORT.....	48.08	DNPW K	11:25		1:18		
10:58	7:13		11:36	10:09		9:27	PENRITH.....	43.89	P	10:55		11:00		
10:47	7:04		11:29	9:59		9:20	SCOTIA.....	38.26	P	10:25		10:30		
10:33	6:50		11:14	9:40		9:05	CAMDEN.....	31.67	DNPW	9:45		9:48		
10:28	6:44-3		11:08	9:36		9:00	BLK.....	26.50	D P	9:25		8:30		
10:20	6:31-27		11:00	9:26		8:53	MILAN.....	24.27	D P	9:05		7:45		
10:10	6:20		10:50	9:13		8:41	CHATTAROY.....	17.71	P	8:45		7:05		
10:04	6:02	A 4:33pm	10:44	9:06	A 8:55am	8:34	DEAN.....	13.60	REDNWP	8:30		6:45		
9:58	5:54	1:420	10:37	8:55	1:845	8:27	MEAD.....	9.50	P	8:15		6:15		
9:50	5:45	4:10	10:28	8:45	1:835	8:20	HILLARY.....	4.54	REDNWPCTYO	8:00		6:00am	A 3:00pm	
9:45	5:45	4:10	10:18	8:45	1:835	8:18	O.W.R. & N. JCT.....	1.78	DNP	7:45		2:35		
9:35	5:35	3:58	10:05	8:33	1:833	8:03	SPOKANE.....	0.0	REDNWP O K	7:30		2:30pm	L 2:30	
L 9:30pm	L 8:30 pm	L 3:55pm	L 10:00pm	L 8:30pm	L 8:20pm	L 8:00pm								
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily				Daily		Daily Ex. Sunday	Daily Ex. Sunday	
4	264	258	28	44	256	2				452	690	696	692	
4.30	4.30	4.45	4.45	4.55	4.55	4.15	Time Over Subdivision				10.00	7.15	7.50	
21.00	20.94	19.5	20.98	20.1	20.9	22.84	Average Speed Per Hour				18.14	7.8	9.5	

SPECIAL RULES.
Bulletin boards located at Troy, Bonners Ferry, Dean, Hillary and Spokane.
Maximum speed for passenger trains between Troy and Yakt, Crossport and Scotia, Chattaroy and Spokane fifty-five (55) miles per hour and between Yakt and Crossport, Scotia and Chattaroy thirty-five (35) miles per hour.
NOTE.—See additional speed restrictions page 13.

All trains will not exceed a speed of fifteen miles per hour from one and one-half to two and one-half miles east of Katka.

Train 27 will reduce speed to fifteen miles per hour over road crossing just east of depot at Bonners Ferry.

All trains will reduce speed to ten (10) miles per hour between low boards located 1,320 feet east and 630 feet west of Tunnel 11, two (2) miles east of Camden.

All trains will not exceed a speed of fifteen (15) miles per hour crossing bridge 258 between Camden and Scotia.

All trains must reduce speed to eight (8) miles per hour through city limits of Spokane.

Class N-1 engines will not exceed a speed of twenty-five miles per hour.

Class "J" engines will not exceed speed of forty (40) miles per hour.

Class "O" and "P" engines will not exceed speed of thirty (30) miles per hour on passenger or silk trains.

Freight trains 690, 695, 696 and 697 will carry adult male passengers when provided with proper transportation.

No. 2 stops at Priest River to pick up passengers for St. Paul and East.

Trains 43 and 44 will stop on flag Sundays only for passengers at Samuels, Albany Falls Spur and McArthur Spur.

Trains 263 and 264 stop on flag at Samuels, Albany Falls Spur, McArthur Spur and Dover Lumber Co. Spur.

Normal position of junction switch, 3rd Subdivision, on Eastward passing track at Bonner's Ferry, is for the Eastward passing track, and connection with 6th Subdivision at Dean is for Main Line, 1 at Subdivision.

Lap Sidings at Newport, Sand Point and Bonners Ferry. Trains take siding at Lap, at Newport and at outside switches at Sand Point and Bonners Ferry.

Westward first class trains register by card at Sand Point except when Displaying Signals.

Register at Bonner's Ferry will be for 3th Subdivision trains and Nos. 263 and 264 only and Register at Dean will be for 6th Subdivision trains only.

Switch at end of double track just west of Hillary Depot is operated by operator in Telegraph office. Position of switch indicated by top arm of home semaphore.

Trains approaching these signals will come to a full stop 200 feet away when signals are against them and call for same in the usual manner.

Eastward Home signal at end of double track, Hillary, equipped with three arms. Top arm is automatically controlled by track circuit. Middle arm is fixed signal and denotes home signal. Bottom arm is "Call on signal" and when at Caution position permits movement to depot against automatic signal.

Semaphores at O.W.R. & N. Junction are located 580 feet and 2080 feet east of O.W.R. & N. crossing, also 510 feet and 1250 feet west of O.W.R. & N. crossing. Both east and westward home signals have two arms. Top arm must be at 90 degree up before train can proceed. Lower arm is a fixed signal and denotes home signal and 55 feet in advance of signal. Distant westward signal is automatic and works from zero to 45 degrees from a track circuit and from 45 degrees to 90 degrees from the tower.

Trains approaching this signal and finding W. to stop must come to a full stop, then proceed, looking out for train standing at home signal. When distant signal is at 45 degree up, home signal is at stop and it denotes no trains between those signals. If distant signal is 90 degree up, home signal is clear.

A home signal located 55 feet west of double track switch denotes position of switch. Top arm 90 degree up is for eastward trains going on eastward track. Lower arm 90 degree up is for eastward trains taking westward track.

Steam whistle signals for trains with switches controlled from interlocking tower:
O.W.R. & N. Junction—Main line, One Long
O.W.R. & N. Transfer No. 1—One Long and One Short
O.W.R. & N. Transfer No. 2—Two Long and One Short

Auxiliary Telephone located in Kootenai Canyon as follows:
At West Switch, Troy
At Telegraph Pole West of Mile Post 1341
At Mile Post 1345
At Mile Post 1354

One-half Mile West of Mile Post 1350, Scotia Canyon, East End Bridge 265.

Yard Limit Boards: Troy—One-half mile west of west switch.
Bonners Ferry—One-half mile east of Bonners Ferry Lumber Co. switch.
Sand Point—One-half mile east of east switch.
Sand Point—One-half mile west of west switch.
Dean—One-half mile east of east switch.
Dean—One-half mile west of west switch.
Hillary—One-half mile east of east switch.
Hillary—One-half mile west of west switch.
Hillary—One-half mile west of east and double track.
Spokane—One-half mile east of east switch.
Spokane—One-half mile west of Military Spur.

INITIAL STATIONS.
Troy for trains 1, 2, 27, 43, 451, 429, 695.
Bonner's Ferry " " 263.
Sand Point " " 696, 699.
Dean " " 255, 257.
Hillary " " 690, 691.
Spokane " " 2, 4, 28, 44, 256, 258, 264, 452, 692.

TERMINAL STATIONS.
Troy for trains 2, 4, 28, 44, 452, 696.
Bonner's Ferry " " 264.
Sand Point " " 690, 695.
Dean " " 256, 258.
Hillary " " 429, 689, 692.
Spokane " " 1, 3, 27, 43, 255, 257, 263, 451, 691.

LOCATION AND LENGTH OF TUNNELS.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.

Location	Switch at	Capacity	Location	Switch at	Capacity
Bonners Ferry Lbr. Co.	East	100 cars	Sand Point Lbr. & Pole Co.	West	10 cars
White Sp.	West	10 cars	Albany Falls Spur	East	10 cars
McArthur	East	23 cars	Grayson Lbr. Co.	West	11 cars
Clark River	West	8 cars	Archie Lbr. Co.	East	11 cars
Scotia	East	11 cars	Spokane Lbr. Co.	West	11 cars
Carlson	West	13 cars	Washington Lbr. Co.	East	11 cars
McIntosh Spur	East	4 cars	Davis Spur	West	4 cars
Humbler Lbr. Co.	West	3 cars			

Tunnel No.	Location of West Portal.	Length in feet	Tunnel No.	Location of West Portal.	Length in feet
1	6047' W. of M. P. 1346; 3.31 mi. W. of str. pass track Yakt.	281	10	6072' W. of M. P. 1348; 4.84 mi. W. of str. pass track Yakt.	174
2	3472' W. of M. P. 1348; 4.84 mi. W. of str. pass track Yakt.	174	11	6072' W. of M. P. 1349; 5.22 mi. W. of str. pass track Yakt.	174
3	4072' W. of M. P. 1349; 5.22 mi. W. of str. pass track Yakt.	174	12	6109' W. of M. P. 1443; 4.73 mi. W. of str. pass track Yakt.	240
4	5108' W. of M. P. 1350; 5.94 mi. W. of str. pass track Yakt.	218			

Spokane River

4 WESTWARD.

SECOND SUBDIVISION—SPOKANE TO WENATCHEE.

SPECIAL RULES

Westward trains are superior to eastward trains of the same class.

No. 27 is superior to all other trains.

Opposing first class trains will clear train 27 five (5) minutes.

Other opposing trains will clear train 27 ten (10) minutes.

All westward trains must be clear at the time train 27 is due to leave the next station in the rear where time is shown, but not less than five (5) minutes.

Clearance Card Form 219 will confer running rights subject to rules on double track between Bridge 263 (Spokane) and Bridge 274 (Fort Wright) and between Bluestem and Lamona.

Eastward trains will receive clearance at Lamona, Fort Wright and O.-W. R. R. & N. Junction. Westward trains at O.-W. R. R. & N. Junction and Bluestem.

Only first class trains and trains originating at Spokane Passenger Station will require clearance at Spokane.

On single track between end of double track at east end Bridge 274 (Fort Wright) and Fort Wright train movements will be governed by signal indications.

Eastward extra trains will hold main track at Fort Wright against opposing extra trains unless otherwise instructed.

Following trains scheduled to meet on double track between Bluestem and Lamona: No. 39 meets No. 28 and No. 452. No. 1 meets No. 452 and No. 692. No. 40 meets No. 691. No. 449 meets No. 459. No. 691 meets No. 692.

Bulletin Boards located at Spokane, Appleyard and Wenatchee.

Maximum speed for passenger trains:

Between Spokane and Fort Wright, Lyons and Crater, and from one mile east of Rock Island to Wenatchee, fifty-five (55) miles per hour.

Between Fort Wright and Lyons and Crater and Vulcan, thirty-five (35) miles per hour.

Between Vulcan and one mile west of Columbia River forty-five (45) miles per hour.

Between one mile west of Columbia River and one mile east of Rock Island, twenty-five (25) miles per hour.

NOTE—See additional speed restrictions Page 13

All trains will reduce speed to eight (8) miles per hour through city limits of Spokane and when passing high rock bluffs between west end of Tunnel 12, about one and three-quarters (1 3/4) miles west of Columbia River station to a point about 1,500 feet west.

No train will exceed a speed of twenty-five (25) miles per hour from one mile west of Columbia River to one mile east of Rock Island.

Over Bridge 359 crossing Columbia River between Rock Island and Malaga engines heavier than Class O-4 and double headers, either engines of which are heavier than Class H-5, are prohibited.

No engine will be permitted to exceed a speed of ten (10) miles per hour or use less than one minute in passing over this bridge.

Class "J" engines will not exceed a speed of forty (40) miles per hour.

Class "O" and "P" engines will not exceed a speed of thirty (30) miles per hour on passenger and silk trains.

Class "O-1" and heavier engines must not go on Standard Oil Spur, Edwall.

Trains 691, 692, 693 and 694 will carry adult male passengers when provided with proper transportation.

No. 2 will stop at Adrian and Ephrata to let off passengers from Everett or west of there.

Normal position of junction switch S. P. & S. Ry. at Fort Wright will be for G. N. Ry. main line.

(Special Rules Continued on Page 5)

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks		Distance from Spokane		Time Table No. 6. Effective October 1, 1922.		FIRST CLASS				
693	691	697	381	449	451	Passing Tracks	Other Tracks	Stations	Distance from Spokane	Effective October 1, 1922.	Stations	39	1	45 S. P. & S. No. 1.	27	3
Local Freight	Local Freight	Local Freight	Mixed	Freight	Freight	Passing Tracks	Other Tracks	Stations	Distance from Spokane	Effective October 1, 1922.	Stations	Passenger	Passenger	Passenger	Fast Mail	Passenger
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Passing Tracks	Other Tracks	Stations	Distance from Spokane	Effective October 1, 1922.	Stations	Daily Ex. Sunday	Daily	Daily	Daily	Daily
L. 6:10am				L. 6:10pm	L. 9:50am	Yard	Yard	1473	0.0	 SPOKANE	DS-Q	L. 6:30am	L. 7:45am	L. 8:10am	L. 7:50pm	L. 8:15pm
45				6:20	10:00	81	1477	3.73	 PORT WRIGHT	FW	45	6:35	7:50	A 8:18am	7:55	8:21
30				6:50	10:35	81	1481	9.11	 HIGHLAND	VA	6:50	8:05		8:11	8:37	
1				7:18	11:00	81	1486	12.37	 LYONS	VA	6:58	8:18		8:23	8:44	
				7:40	11:25	81	1493	17.78	 GALENA		7:10	8:28		8:31	8:53	
				8:05	11:40	81	1498	21.96	 ESPANOLA		7:18	8:35		8:37	9:00	
1-28				8:44	12:23pm	81	1502	28.32	 WAUKON		7:29	8:44		8:45	9:09	
				9:20	12:50	81	1508	34.03	 EDWALL	WH	7:42	8:52		8:54	9:21	
				9:35	1:05	81	1512	37.73	 CANBY		7:48	8:58		8:59	9:27	
452				10:05	1:30	81	1517	43.21	 BLUESTEM	BM	7:57	9:07		9:07	9:38	
10:30				10:30	2:00	81	1524	50.62	 HARRINGTON	HR	8:10	9:21		9:19	9:49	
12:10pm				10:25	2:20	81	1531	57.25	 MOHLER		8:21	9:30		9:30	9:59	
				1:00	2:35	81	1538	60.96	 DOWNES		8:27	9:37		9:37	10:05	
				1:25	2:50	81	1539	65.57	 LAMONA	PA	8:38	9:44		9:44	10:12	
				1:40	3:05	109	1544	70.98	 NEMO		8:42	9:51		9:52	10:20	
				2:20	3:20	81	1550	75.79	 ODESSA	OD	8:54	10:00		9:59	10:30	
				2:40	3:35	81	1555	80.34	 SEWARD		9:00	10:06		10:05	10:37	
				3:05	3:50	81	1568	84.64	 IRBY		9:07	10:12		10:11	10:44	
				3:45	4:20	81	1568	92.11	 MARLIN	KR	9:18	10:21		10:21	10:56	
L. 7:00am	A 4:10pm			1:05	5:00	Yard	Yard	1573	98.71	 WILSON CREEK	Z	9:30	10:36		10:37	11:13
				1:35	5:35	81	1580	106.53	 STRATFORD		9:45	10:47		10:49	11:27	
				1:55	6:00	81	1588	111.82	 ADRIAN	AD	9:55	10:56		11:00	11:38	
				2:10	6:15	81	1591	116.40	 SOAP LAKE	AP	10:05	11:03		11:07	11:47	
				2:30	6:35	81	1596	121.78	 EPHRATA	FR	10:16	11:12		11:16	11:57	
				2:50	6:50	81	1601	126.90	 NAVYLO		10:28	11:20		11:24	12:03pm	
094				3:05	7:05	81	1608	131.94	 WINCHESTER		10:35	11:28		11:32	12:12	
10:47				3:33	7:25	98	1612	138.08	 QUINCY	QN	10:47	11:39		11:42	12:22	
				3:55	7:45	89	1617	143.20	 CRATER		10:55	11:48		11:50	12:30	
				4:10	8:10	81	1623	149.11	 TRINIDAD	DI	11:07	11:58		12:01pm	12:39	
				4:25	8:25	81	1628	154.10	 VULCAN		11:16	12:08 pm		12:09	12:47	
				4:45	8:40	81	1632	158.13	 COLUMBIA RIVER	CM	11:25	12:17		12:18	12:53	
				11:08	5:05	81	1637	162.71	 ROCK ISLAND		11:33	12:25		12:23	1:00	
				11:20	5:30	81	1641	167.11	 MALAGA		11:43	12:34		12:30	1:07	
450				11:31	5:40pm	Yard	Yard	1645	171.41	 APPLEYARD	WD	11:51	12:41		12:37	1:15
A 2:00pm	L. 6:45am			A 6:00am	A 9:40pm	Yard	Yard	1648	173.99	 WENATCHEE	WC	A 11:55am	A 12:45pm		A 12:40pm	A 1:20pm
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily							Daily Ex. Sunday	Daily	Daily	Daily	Daily
693	691	697	381	449	451							39	1	45 S. P. & S. No. 1.	27	3
7:00	10:00	15	23:57	11:50	11:50							5:25	5:00	8	4:50	5:05
10:75	9:57	10:45	40	14:70	14:70							32:12	34:79	12:20	36:00	34:22

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

	Location	Switch at	Capacity
Stratford Spur	1 mile West of Stratford	East end	10 cars
Sand Spur	1 1/2 miles West of Trinidad	West end	16 cars
Clayton Spur	1 1/2 miles West of Trinidad	East end	3 cars
Gravel Spur	3 miles West of Trinidad	West end	65 cars
Ohio Colony	1 mile West of Rock Island	East end	3 cars

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in Feet
11	1408 feet east of M. P. 1022; 1.20 miles west of center of passing track, Crater	927
12	1131 feet west of M. P. 1030; 1.85 miles west of center of depot, Columbia River	221

SECOND SUBDIVISION—SPOKANE TO WENATCHEE.

EASTWARD. 5

FIRST CLASS					Time Table No. 6 Effective Oct. 1, 1922.	Distance from Wenatchee	SIGNS	SECOND CLASS			THIRD CLASS		
4	40	28	46	2				450	382	452	698	694	692
Passenger	Passenger	Express	Passenger	Passenger				Freight	Mixed	Freight	Local Freight	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
STATIONS													
A 9.00pm	A 1.30pm	A 9.35am	A 6.50am	A 7.45am	DOUBLE TRAIL	SPOKANE.....	173.99	R DNPWOK	I A 3.35pm	A 1.06pm			A 2.30pm
8.50	f 1.20	9.27	L 6.40am	7.38	.....	FORT WRIGHT.....	171.26	DNP	3.20	12.50			* 2.05
8.37	f 1.05	9.15		7.23	.....	HIGHLAND.....	164.88	P	3.00	12.35			* 1.45
8.23	f 12.50	9.09		7.18	.....	LYONS.....	161.82	D PW	2.45	12.20			* 1.30
8.09	f 12.45	9.01		7.10	.....	GALENA.....	156.23	P	2.30	12.01pm			* 1.10
8.02	f 12.38	8.55		6.58	.....	ESPANOLA.....	152.02	PW	2.10	11.40			* 12.50
7.53	f 12.23	8.44		6.48	.....	WAUKON.....	145.07	P	1.45	11.15			* 12.23pm
f 7.45	* 12.12	8.30		6.39	.....	EDWALL.....	139.98	DNPW	1.25	10.50			* 11.45
7.37	f 12.04pm	8.24		6.32	.....	CANBY.....	136.28	P	1.00	10.20			* 11.05
7.29	f 11.55	8.16		6.23	.....	BLUESTEM.....	130.78	DNP	12.45	10.05			* 10.50
* 7.18	* 11.41	8.02		* 6.07	.....	HARRINGTON.....	123.37	DNPW	12.10pm	9.30			* 10.15
7.03	f 11.26	7.48		5.52	.....	MOHLER.....	116.74	P	11.30	8.50			* 9.15
6.57	f 11.19	7.41		5.45	.....	DOWNES.....	112.03	P	11.10	8.35			* 8.55
6.50	f 11.09	7.32		5.36	.....	LAMONA.....	108.42	DNPW	10.50	8.15			* 8.38
6.41	f 11.08	7.23		5.25	.....	NEMO.....	103.01	P	10.20	7.50			* 8.10
* 6.32	* 10.49	7.14		5.15	.....	ODESSA.....	98.20	DNP	9.59	7.25			* 7.45
6.22	f 10.40	7.08		5.08	.....	SEWARD.....	93.65	P	9.25	7.08			* 7.05
6.16	f 10.30	6.58		5.01	.....	IRBY.....	89.35	PW	9.10	6.40			* 6.25
* 6.05	* 10.21	6.46		4.50	.....	MARLIN.....	81.88	D P	8.40	6.10			* 6.00
* 5.52	* 10.00	* 6.35		* 4.40	.....	WILSON CREEK.....	76.28	DNPW CY	8.10	6.40		A 1.30pm	L 5.30pm
5.35	f 9.45	6.18		4.23	.....	STRATFORD.....	67.46	P	7.30	6.00		* 1.00	
* 5.27	* 9.32	6.10		4.14	.....	ADRIAN.....	62.17	DNP K Y	7.05	4.35		* 12.30 pm	
* 5.15	* 9.20	6.02		4.03	.....	SOAP LAKE.....	57.59	D P	6.50	4.15		* 11.45	
* 5.06	* 9.08	5.54		3.58	.....	EPHRAATA.....	51.21	DNPW	6.35	3.58		* 11.12	
4.55	f 8.58	5.46		3.48	.....	NAVY.....	47.09	P	6.00	3.20		* 10.26	
4.48	f 8.49	5.39		3.41	.....	WINCHESTER.....	42.05	P	5.40	3.05		* 10.00	
* 4.40	* 8.38	5.31		3.33	.....	QUINCY.....	36.91	DNP Y	5.20	2.40		* 9.30	
4.30	f 8.30	5.19		3.21	.....	CRATER.....	30.79	P	4.55	2.15		* 8.45	
4.18	* 8.17	5.04		3.07	.....	TRINIDAD.....	24.88	DNPW	4.18	1.30		* 8.17	
4.08	f 8.07	4.52		2.52	.....	VULCAN.....	19.59	P	3.35	12.47		* 7.40	
4.00	* 7.58	4.45		2.46	.....	COLUMBIA RIVER.....	15.85	R DNPW C	3.15	A 4.35pm	12.16pm	* 7.20	
3.53	f 7.48	4.37		2.38	.....	ROCK ISLAND.....	11.28	PW	2.40	* 4.25	11.45	* 6.50	
3.46	f 7.38	4.31		2.32	.....	MALAGA.....	6.88	P	2.25	* 4.10	11.30	* 6.30	
3.39	f 7.29	4.24		2.24	.....	APPLEYARD.....	2.58	R DNPWOC T	L 2.00pm	3.54	L 11.00pm	A 6.45pm	L 6.00pm
L 3.35pm	L 7.25pm	L 4.20pm		L 2.20pm	.....	WENATCHEE.....	0.0	R DNPW		L 3.50pm		L 6.30pm	
Daily	Daily Ex. Sunday	Daily	Daily	Daily					Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday
4	40	28	46	2	Time Over Subdivision Average Speed Per Hour			450	382	452	698	694	692
5.25	6.05	5.15	10	5.25				13.35	14.05	14.05	15	7.30	9.00
22.13	28.90	33.14	16.38	32.12				12.81	21.00	12.35	10.43	10.03	10.97

SPECIAL RULES—Continued.

Normal position switches at ends of double track at Bluestem and Lemona will be set for westward main track.

Normal position for east passing track switch at Fort Wright will be for S. P. & S. main line.

Normal position of Fourth Subdivision switch on passing track at Columbia River is for Fourth Subdivision.

Fort Wright will not be a register station, as the register at Spokane passenger station will cover the arrival and departure of trains at Fort Wright.

Columbia River will be a registering point for Fourth Subdivision trains only.

All switches at Fort Wright are operated from Interlocking Tower and signals are located as follows:

Home signal for westward trains located 55 feet east of main line switch leading to S. P. & S. Ry. and has three arms. Top arm at 90 degrees up is for main line, second arm at 90 degrees up is for S. P. & S. Ry. and third arm is for passing track.

Home signal eastward for G. N. Ry. located 600 feet west of east main line switch, on right hand side of passing track going east and is a bracket pole, top arm is for main line trains, lower arm is fixed and denotes home signal and derail 55 feet ahead of same.

Home signal on S. P. & S. Ry. located 580 feet from west main line switch and has two arms. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derail 55 feet ahead of same.

Derailed on passing track located 400 feet from frog and is governed by dwarf signal 55 feet from derail.

Eastward Distant Signal on G. N. Ry. is located 3700 feet west of Eastward Home Signal.

S. P. & S. Distant Signal is located at west end of tunnel.

All Distant Signals work as follows: If arm is at caution, which is 45 degrees up and shows yellow light, it denotes clear track to Home Signal. If at 90 degrees up and shows green light it denotes Home Signal clear.

Steam whistle signals for tracks with switches controlled from Interlocking Tower:

Main Line, G. N. Ry. One Short and One Long
Main Line, S. P. & S. Ry. One Long and One Short
Passing Track, G. N. Ry. Two Long and One Short
Lap Siding located at Trinidad. All trains will take siding at the lap and not at outside switches.

Auxiliary Telephone Booth located at Trinidad Water Tank.

Water tank shown at Trinidad is located 3 miles east of station.

Yard Limit Boards: Spokane—One-half mile east of east switch and one-half mile west of Military Spur.

Wilson Creek—One-half mile east of east switch and one-half mile west of west switch.

Wenatchee—One-half mile east of east switch, Appleyard, and 3/4 mile west of west switch, Wenatchee.

INITIAL STATIONS

Spokane, for trains 1, 3, 27, 39, 45, 451, 449, 691.
Fort Wright, for train 46.
Wilson Creek, for trains 692, 693.
Columbia River, for train 381.
Appleyard, for trains 452, 450, 694, 697.
Wenatchee, for trains 2, 4, 28, 40, 382.

TERMINAL STATIONS.

Spokane, for trains 2, 4, 28, 40, 46, 452, 450, 692.
Fort Wright, for train 45.
Wilson Creek, for trains 691, 694.
Columbia River, for train 382.
Appleyard, for trains 451, 449, 693, 698.
Wenatchee, for trains 1, 3, 27, 39, 381.

WESTWARD.										FIFTH SUBDIVISION—WENATCHEE TO OROVILLE.										EASTWARD. 7									
THIRD CLASS										FIRST CLASS										THIRD CLASS									
697										253										698									
Local Freight Mon., Wed. and Fri.										Passenger Daily Ex. Sunday										Local Freight Tue., Thurs. and Sat.									
L. 7.00 ⁰⁰										L. 4.10 ⁰⁰										A. 6.30 ⁰⁰									
f 7.20										f 4.18										f 6.10									
f 7.40										f 4.28										f 5.18									
f 8.00										f 4.40										f 4.40									
f 8.35										f 4.54										f 4.10									
f 9.00										f 5.11										f 3.25									
f 9.25										f 5.23										f 3.05									
f 9.50										f 5.36										f 2.40									
f 10.30										f 5.43										f 2.20									
f 11.00										f 5.53										f 1.45									
f 11.25										f 6.05										f 1.20									
f 11.45										f 6.13										f 1.05									
f 12.20 ⁰⁰										f 6.27										f 12.45 ⁰⁰									
f 1.00										f 6.42										f 1.55									
f 1.25										f 6.57										f 1.30									
f 1.45										f 7.08										f 1.15									
f 2.10										f 7.23										f 1.00									
f 2.30										f 7.34										f 10.45									
f 3.05										f 7.48										f 10.25									
f 3.40										f 8.00										f 10.10									
f 4.00										f 8.10										f 9.25									
f 4.35										f 8.20										f 9.10									
f 4.55										f 8.31										f 8.45									
f 5.15										f 8.42										f 8.30									
f 5.45										f 8.54										f 8.10									
f 6.05										f 9.06										f 7.30									
f 6.30										f 9.18										f 7.00									
6.50										9.30										6.40									

TRAINS BETWEEN OROVILLE JCT. AND OROVILLE WILL BE GOVERNED BY SCHEDULES AND SPECIAL RULES OF EIGHTH SUB-DIVISION.

A 7.00 ⁰⁰ Mon., Wed. and Fri. 8th SUB. DIV. 697										A 9.40 ⁰⁰ Daily Ex. Sunday 8th SUB. DIV. 253										L 6.45 ⁰⁰ Daily Ex. Sunday 8th SUB. DIV. 698									
13.00 11.4										5.30 39.1										11.55 11.02									

SPECIAL RULES.

We stward trains are superior to eastward trains of the same class.
All trains will register at register booth located at junction with Eighth Sub-Division on South Leg Wye at Oroville Jct.
Maximum speed for passenger trains thirty-five (35) miles per hour.
Maximum speed for freight trains twenty-five (25) miles per hour.
NOTE: See additional speed restrictions page 13.
Classes "E" and "F" engines are heaviest permitted on this Sub-Division.
Freight trains 697 and 698 will carry adult male passengers when provided with proper transportation.
Trains 253 and 254 will stop at Gordon between Vatoro and Brewster for mail.
Trains 253 and 254 will stop at Beebe located between Hugo and Chelan for mail.

Time 11/19 Subdivision
Average Speed Per Hour

Normal position switch at Oroville Jct. is for Eighth Sub-Division.
Normal position junction switch at first crossover just west of Ice Houses, Wenatchee is for main line.
Before entering main line at Wenatchee a flagman must be sent out to protect against main line trains.
All trains reduce speed to twenty-five (25) miles per hour crossing draw bridge over Okanogan River between Wakefield and Malott.
Yard Limit Boards: Wenatchee—One-half mile from west switch Olds.
Oroville Jct.—One-half mile from east switch.

INITIAL STATIONS.

Wenatchee for trains 253 and 697.
Oroville Jct. for trains 254 and 698.

TERMINAL STATIONS.

Wenatchee for trains 254 and 698.
Oroville Jct. for trains 253 and 697.

Location and Length of Tunnels.

Tunnel No.	Location of West Portal	Length in feet
8.4	2112' west of M. P. 8—42 miles west of center of industry track Zena	424'
15.7	3098' west of M. P. 15—two miles west of center of industry track Wagonburg	769'
35.3	1584' west of M. P. 35—3.37 miles west of center of industry track STAYMAN	307'

NORTHWARD.

SIXTH SUBDIVISION—DEAN TO MARCUS.

SOUTHWARD.

Special Rules.

Southward trains are superior to northward trains of the same class.

Bulletin board is located at Marcus.

Maximum speed for passenger trains between Dean and Valley, thirty-five (35) miles per hour, Valley to Meyers Falls, forty (40) miles per hour and Meyers Falls to Marcus twenty-five (25) miles per hour.

NOTE.—See additional speed restrictions Page 13.

Freight trains 701 and 702 will carry adult male passengers when provided with proper transportation.

Train 256 will stop on flag at Blue Creek and Arden to receive passengers only.

Trains 257, 258, 261 and 262 will stop on flag at Buckeye, Holland-Horr Spur, Kulzers and Mission. Mission is 1.4 miles south of Meyers Falls station.

Blue Creek will be regular stop for trains Nos. 257 and 258 and flag stop for trains Nos. 261 and 262.

The normal position of Junction switch at Marcus is for Seventh Subdivision. Northward trains will stop and make service test of air brakes at Meyers Falls before descending Marcus Hill.

Water at Kulzers tank, 1.8 miles south of Valley.

YARD LIMIT BOARDS PLACED.

Dean—0.3 miles north of north passing track switch.

Valley—0.5 miles south of south wye switch.

0.5 miles north of north passing track switch.

Chewelah—0.3 miles south of the south switch Northwest Magnesite Siding.

0.3 miles north of the north passing track switch.

Marcus—0.6 miles south of the south switch.

INITIAL STATIONS.

Dean for trains 256-258-262 and 702.

Marcus for trains 255-257-261 and 701.

TERMINAL STATIONS.

Marcus for trains 256, 258, 262 and 702.

Dean for trains 255, 257, 261 and 701.

Business Tracks Not Shown as Stations on Time Table.

Name	Location	Switch at	Car Capacity
Deer Park Lbr. Co. Spur	¼ mile North of Deer Park	South end	Private Spur
Olsons Spur	2¼ miles North of Deer Park	South end	8 cars
Pine Spur	2¼ miles North of Clayton	South end	12 cars
Holland-Horr Spur	4½ miles North of Loon Lake	South end	2 cars
Kulzers Spur	1½ miles South of Valley	North end	6 cars
S. V. & N. Jet	1½ miles North of Valley	Siding	Connection.
Gess Spur	2¼ miles North of Valley	South end	3 cars
Northwest Magnesite Spur	1½ miles South of Chewelah	Siding	40 cars
Chewelah Brick Co.	¾ mile North of Chewelah	South end	8 cars
Elkhorn Spur	3 miles South of Addy	South end	5 cars
Blue Creek Spur	3 miles South of Addy	South end	14 cars

THIRD CLASS	FIRST CLASS				Local Freight	Daily Ex. Sunday	Distance from Marcus	Signs	Time Table No. 6 Effective OCT. 1, 1922.	STATIONS	Distance from Marcus	Signs	FIRST CLASS				THIRD CLASS
	702	258	262	256									257	255	261	701	
Local Freight	Passenger	Passenger	Passenger	Passenger	Local Freight	Daily Ex. Sunday	Distance from Marcus	Signs	Time Table No. 6	STATIONS	Distance from Marcus	Signs	Passenger	Passenger	Passenger	Local Freight	THIRD CLASS
Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Distance from Marcus	Signs	Time Table No. 6	STATIONS	Distance from Marcus	Signs	Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday
L 5.40m	L 4.33m	L 8.55m	L 8.55m	L 8.55m	53	49	1450	13.89	9.05	DEAN	87.11	R DN W	A 11.00m	A 4.55m	A 7.10m	A 1.25m	
* 6.00	* 4.42	* 9.05	* 9.05	* 9.05	53	18	BA 4	17.05	8.77	WAYSIDE	83.34		* 10.50	* 4.42	* 7.00	* 12.35	
* 6.20	* 4.51	* 9.12	* 9.12	* 9.12	53	15	BA 6	20.21	8.55	DART	80.70		* 10.43	* 4.35	* 6.51	* 12.15m	
* 6.35	* 4.59	* 9.18	* 9.18	* 9.18	53	17	BA 9	23.78	8.57	DENISON	78.22		* 10.38	* 4.30	* 6.44	* 11.55	
* 7.50	* 5.15	* 9.30	* 9.30	* 9.30	53	48	BA 13	26.52	8.74	DEER PARK	74.48	D W	* 10.30	* 4.22	* 6.35	* 11.30	
* 8.20	* 5.26	* 9.41	* 9.41	* 9.41	53	37	BA 17	30.75	4.23	CHRISTIANSON	70.25		* 10.20	* 4.08	* 6.20	* 11.03	
* 8.50	* 5.29	* 9.45	* 9.45	* 9.45	53	50	BA 18	31.65	0.00	CLAYTON	69.35	D	* 10.18	* 4.06	* 6.17	* 11.00	
* 9.15	* 5.43	* 10.05	* 10.05	* 10.05	53	39		36.43	4.78	ICB SIDING	64.57		* 10.05	* 3.55	* 6.05	* 10.28	
256-257-701 10.00	* 5.48	* 10.10	* 10.10	* 10.10	53	25	BA 25	38.45	2.02	LOON LAKE	63.55	D	* 10.00	* 3.50	* 5.58	* 10.00	
* 10.55	* 6.08	* 10.30	* 10.30	* 10.30	53	25	BA 33	45.55	8.11	SPRINGDALE	54.44	D W	* 9.35	* 3.27	* 5.30	* 8.55	
* 11.08	* 6.11	* 10.32	* 10.32	* 10.32	53	25	BA 34	47.53	1.27	CLINE	53.17		* 9.30	* 3.19	* 5.24	* 8.30	
* 11.20	* 6.19	* 10.43	* 10.43	* 10.43	53	35	BA 35	51.25	3.42	GRAYS	49.75		* 9.17	* 3.09	* 5.13	* 8.05	
* 12.10m	* 6.32	* 10.58	* 10.58	* 10.58	53	37	BA 43	55.49	5.34	VALLEY	44.51	D CY	* 9.00	* 2.54	* 4.58	* 7.45	
* 1.00	* 6.49	* 11.13	* 11.13	* 11.13	53	38	BA 50	64.00	7.51	CHEWELAH	37.00	D	* 8.45	* 2.39	* 4.42	* 6.25	
* 1.35	* 7.10	* 11.37	* 11.37	* 11.37	53	19	BA 59	73.27	9.27	ADDY	27.73	D W	* 8.21	* 2.19	* 4.19	* 5.30	
* 2.04	* 7.25	* 11.52	* 11.52	* 11.52	53	10	BA 67	80.66	7.39	ARDEN	20.34		* 8.03	* 2.04	* 4.01	* 4.50	
* 2.25	* 7.34	* 11.58	* 11.58	* 11.58	53	34	BA 71	83.35	2.70	ORIN	17.84		* 7.53	* 1.58	* 3.53	* 4.35	
* 3.00	* 7.45	* 12.10m	* 12.10m	* 12.10m	53	45	BA 73	87.16	3.50	COLVILLE	13.84	D W	* 7.45	* 1.50	* 3.44	* 4.15	
* 3.15	* 7.51	* 12.16	* 12.16	* 12.16	53	15	BA 77	90.23	3.15	PALMERS	10.68		* 7.35	* 1.37	* 3.35	* 4.00	
* 3.45	* 8.05	* 12.30	* 12.30	* 12.30	53	28	BA 83	95.71	5.39	MEYER'S FALLS	5.29	D	* 7.23	* 1.25	* 3.22	* 3.40	
A 4.10m	A 8.20m	A 12.45m	A 12.45m	A 12.45m	53	34	BA 87	101.00	5.30	MARCUS	0.00	R DN WC Y	L 7.00m	L 1.00m	L 3.00m	L 3.05m	
Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday
702	258	262	256	256									257	255	261	701	
11.10 8.90	4.25 22.50	4.35 22.50	4.35 22.50	4.35 22.50						Time Over Subdivision Average Speed Per Hour			4.35 22.05	4.30 22.44	4.45 21.39	11.15 8.97	

THIRD CLASS		FIRST CLASS		Car Capacity of Riding		Station Numbers	Distance from Maraca	Time Table No. 6		Telegraph Code	Distance from Nelson	SIGNS	FIRST CLASS		THIRD CLASS	
704		260		Trailing Trucks	Other Trucks			Effective OCT. 1, 1922					259		703	
Local Freight		Passenger						STATIONS					Passenger		Local Freight	
Mon., Wed. and Fri.		Daily Ex. Sunday						Daily Ex. Sunday		Tue., Thurs. and Sat.						
L 6:00am	L 1:15pm	52	244	SA	57	0.00	MARCUS	MS	98.14	R	DNWC	Y	A 12:20pm	A 3:00pm		
* 6:45	* 1:35	34	19	SA	96	8.73	BOSSBURG		89.41				* 11:58	* 2:15		
* 7:05	* 1:47	0		SA	102	13.88	WILLIAMS		84.28				* 11:40	* 1:47		
* 7:40	* 2:01	0	8	SA	107	20.20	MARBLE		77.94				* 11:39	* 1:10		
* 8:00	* 2:12	0	7	SA	112	23.58	ONION CREEK		74.50				* 11:23	* 12:50		
* 9:30	* 2:35	74	79	SA	116	28.45	NORTHPORT	NP	69.69	R	D W C O	Y	* 11:10	* 12:30pm		
* 9:40	* 2:43	0	21	SA	118	30.48	HANLEY		67.66				* 10:50	* 11:40		
* 10:10	* 3:00	0	29	SA	124	37.24	BOUNDARY, U. S.		60.90				* 10:28	* 11:10		
* 10:22	* 3:20	0	16	SA	127	39.34	WANETA, B. C.	BR	58.60	D			* 10:22	* 10:50		
* 11:05	* 3:30	0	9	SA	130	43.28	COLUMBIA GARDENS		54.91				* 10:10	* 10:10		
* 11:35	* 3:45	0	18	SA	136	48.00	FRUITVALE		49.04	W			* 9:57	* 9:47		
* 12:08pm	* 4:14	0	25	SA	145	55.13	MEADOWS		40.01				* 9:36	* 9:22		
* 12:20	* 4:20	0	13	SA	148	61.05	ERIE		37.00				* 9:29	* 9:10		
* 12:40	* 4:30	0	57	SA	152	63.77	SALMO	SO	34.37	D			* 9:22	* 8:55		
* 12:55	* 4:39	0	37			65.99	BOULDER HILL		31.15				* 9:13	* 8:42		
* 1:20	* 4:50	0	15	SA	159	71.43	YMR	MY	26.71	D W			* 9:02	* 8:25		
* 2:05	* 5:10	0	18	SA	166	78.59	HALL		19.55				* 8:42	* 8:00		
* 2:30	* 5:20	0	17	SA	169	81.87	APEX		16.27				* 8:31	* 7:45		
* 3:05	* 5:40	0	39	SA	176	88.67	MOUNTAIN		9.47	W			* 8:04	* 7:00		
* 3:30	* 6:00	0	40	SA	181	93.52	TROUP JUNCTION		4.62	R		YK	* 7:42	* 6:30		

Special Rules

Southward trains are superior to northward trains of the same class.

Bulletin boards are located at Marcus and Northport.

Maximum speed for passenger trains between Marcus and Troup Jct. thirty (30) miles per hour.

Maximum rate of speed for freight trains between Marcus and Northport fifteen (15) miles per hour and between Northport and Troup Jct. twenty (20) miles per hour.

Maximum speed on curves for all trains:

8 degrees and sharper—25 miles per hour.

On descending grades of 1.8% or greater the maximum speed for freight trains must not exceed fifteen (15) miles per hour.

NOTE.—See additional speed restrictions Page 13.

Trains must not exceed a speed of fifteen (15) miles per hour through Seven Devils, Hendrix Cut, At Bluffs along Columbia River three miles south of Northport, through Dead Man's Eddy, Boundary Bluffs, one mile south of Waneta, at Bluffs, along Columbia River just north of Waneta, through Beaver Canyon, and ten (10) miles per hour Pend Oreille Bridge at Waneta and between industry track switches at Salmo.

Classes D-5 and F-1 engines are heaviest permitted over Bridge Number one at Wapeta.

Freight trains 703 and 704 will carry adult male passengers when provided with proper transportation.

Trains 259 and 260 will stop on flag at Evans, Lane and Bronsons Spur, Kane, Wood Spur, Park, Benton, Baskins Spur, Tamarac, Porto Rico, Mankins Spur and Wiley's Spur.

Northward trains will stop and make service test of air brakes at Apex before descending Nelson Hill.

Trains must come to a full stop before reaching Troup Junction switch and must know that track is clear before using Canadian Pacific Main Track.

Trains will not leave Northport and Waneta until conductor has reported to and received clearance from Customs Officer.

Water four miles south of Marble. (22)

YARD LIMIT BOARDS PLACED:

Marcus—0.5 mile north of north switch;

Northport—0.3 mile north of North Smelter switch.

INITIAL STATIONS.

Marcus for train 260 and 704.

Troup Junction for trains 259 and 703.

TERMINAL STATIONS.

Marcus for train 259 and 703.

* Troup Junction for trains 260 and 704.

Business Tracks Not Shown as Stations on Time Table.

Name	Location	Switch at	Car Capacity
Sand Spur	2 miles North of Marcus	South end	3 cars
Coyote Spur	2 miles North of Marcus	South end	20 cars
Hendrix Cut	3 1/4 miles North of Rosburg	South end	2 cars
Lane & Bronson's	6 1/4 miles North of Rosburg	South end	3 cars
Kane's	2 1/2 miles South of Northport	South end	7 cars
Woods's	1 1/2 miles South of Northport	Siding	25 cars
Hudson's	3 1/4 miles North of Hanley's	South end	3 cars
Wood Spur	1 1/2 miles North of Fayetteville	Siding	10 cars
Park	2 miles South of Meadows	South end	4 cars
Benton	1/2 mile North of Erie	South end	4 cars
Erie Lbr. Co.	1/2 mile North of Boulder Mill	South end	3 cars
McCaslin Single Co	1 1/2 miles South of Ymir	Siding	12 cars
Banks	1 mile South of Ymir	North end	3 cars
Quarry Spur	2 1/4 miles North of Ymir	North end	3 cars
Tamarac	3 1/2 miles North of Ymir	Siding	5 cars
Porto Rico	2 1/2 miles South of Hall	South end	3 cars
Mankins	1/2 mile South of Hall	South end	3 cars
Hawkins	1/4 mile South of Hall	North end	4 cars
Hill Cedar Co	2 miles South of Apex	South end	1 car
Wiley's	2 miles North of Apex	South end	2 cars
Huddlestons			

Special Rules.

Southward trains are superior to northward trains of the same class.
Trains will come to full stop before crossing S. & B. C. Ry. at Grand Forks Junction, sending flagman ahead before crossing.

Bulletin boards located at Marcus and Oroville.

Maximum speed for passenger trains between Marcus and Midway forty (40) miles per hour, Midway and Molsen thirty-five (35) miles per hour and Molsen and Oroville twenty-five (25) miles per hour.

NOTE.—See additional speed restrictions Page 13.

Trains will not exceed a speed of six (6) miles per hour over Columbia River Bridge No. 1 and fifteen (15) miles per hour at high bluffs one mile north of Bridesville and from one mile south to two miles north of Bergen and eight (8) miles per hour over outgoing switches at Grand Forks wye.

Southward and northward mixed trains descending Molsen Hill will be governed by speed restrictions regardless of schedule time.

Trains 705 and 706 will carry adult male passengers when provided with proper transportation.

Trains 295 and 296 will stop on flag at Rock Cut.

The normal position of Junction switch at Marcus is for Seventh Subdivision.

The normal position of switches south leg of wye at Grand Forks Junction and Grand Forks are for Marcus-Grand Forks Main track.

The normal position of north wye switch at Grand Forks Junction is for Grand Forks-Oroville main track.

The normal position of Junction switch at Curlew and Oroville Junctions are for the Eighth Subdivision.

Service test of air brakes must be made before leaving Molsen in either direction.

Northward passenger trains will stop at Circle at least ten (10) minutes to cool wheels.

Northward freight trains will stop at Circle and Mt. Hull at least fifteen (15) minutes to cool wheels.

Northward freight trains will not leave stations between Molsen and Oroville until twenty-five (25) minutes after departure of passenger trains.

Trains will not leave Laurier, Danville, Ferry, Midway, Bridesville or Molsen until conductor has reported to and received clearance from Customs Officers.

Water one-fourth (1/4) mile north of Laurier.

YARD LIMIT BOARDS PLACED:

Marcus—0.4 mile west from west wye switch.

Grand Forks Junction—0.2 mile south of south wye switch.

Curlew—0.2 mile north of north wye switch.

Oroville Junction—0.2 mile south of south wye switch.

INITIAL STATIONS.

Marcus for trains 296 and 706.

Oroville Junction for trains 252 and 700.

Oroville for train 251, 295, 699 and 705.

TERMINAL STATIONS.

Oroville for trains 252, 296, 700 and 706.

Oroville Junction for trains 251 and 699.

Marcus for trains 295 and 705.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Marcus	Station Number	Switch at	Car Capacity
Pine Lumber Co.	0.95	SD 1	South End	5
Holsten Spur	1.78		South End	3
Napoleon Spur	6.18	SD 6	South End	Private Spur
Log Spur	12.15		South End	7
Boulder Lbr. Co.	14.50		South End	1
Rock Cut	20.55	SD 20	North End	4
Taylor Spur	24.10		North End	7
Laurier Mine Spur	26.62		South End	2
Helphreys Spur	54.40		South End	4
Chesaw Spur	80.59		North End	80
Dumonts Spur	88.59	SG 37	South End	4
Porters	102.47	SG 50	North End	Private Spur

Location and Length of Tunnels.

No.	LOCATION	Length in Feet
1	2.2 miles south of Curlew	113
2	2.3 miles south of Bergen	900
3	0.75 mile north of Bergen	116
4	1.9 miles north of Bergen	113
5	1.4 miles north of Mynceaster	350
6	1.3 miles south of Oroville	448

THIRD CLASS		FIRST CLASS		Car Capacity of Sidings		Other Tracks	Station Numbers	Distance from Marcus	Time Table No. 8		Telegraph Code	Distance from Oroville	SIGNS	FIRST CLASS		THIRD CLASS		
700	706	252	296	700	706				252	296				Effective OCT. 1, 1922.		295	251	705	699
Local Freight	Local Freight	Passenger	Passenger	Local Freight	Local Freight	Passenger	Passenger							Passenger	Passenger	Local Freight	Local Freight	
Mon., Wed. and Fri.	Tue., Thur. and Sat.	Daily Ex. Sunday	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Tue., Thur. and Sat.	Daily Ex. Sunday	Mon., Wed. and Fri.							Tue., Thur. and Sat.	Daily Ex. Sunday	Mon., Wed. and Fri.	Tue., Thur. and Sat.	
	L 5:00am		L 1:15pm					52	344	SA 87	0.00	MARCUS	MB	122.73	R D N W C Y		A 4:50pm	
	5:25		1:30					41	0	SD 5	5.40	BOYDS		117.33			4:20	
	5:45		1:42					41	0	SD 10	10.12	BARSTOW		112.61			4:00	
	6:10		1:52					41	0	SD 15	15.35	DULWICH		107.38	W		3:40	
	6:30		1:56					0	7	SD 17	16.91	ORIENT	RN	105.82	D		3:25	
	6:50		2:08					41	0	SD 22	21.43	HUGHES		101.30			3:00	
	7:30		2:30					59	45	SD 27	27.33	LAURIER, WASH.	BD	95.40	D W		2:30	
	7:50		2:48					59	45	SD 33	33.33	RIDEAU, B. C.		89.40			1:55	
	8:15		3:05					0	8	SD 40	40.14	GRAND FORKS JCT.		82.59	R Y		1:30	
	8:40		3:25					0	7	SD 42	41.92	GRAND FORKS	GF	84.11	D W C Y		1:20	
	8:50		3:28					0	8	SD 40	40.40	GRAND FORKS JCT.		82.33	R K		12:50	
	9:10		3:40					44	8	SD 42A	41.76	DANVILLE, WASH.	CO	80.97	D W		12:40	
	9:25		3:50					40	0	SD 46	46.92	HURLBURT		76.81			12:20pm	
	9:57		4:05					51	0	SD 52	52.18	CURLEW	W	70.55	R D W Y		11:50	
	10:40		4:19					40	0	SG 5	57.89	PAXSON		64.84			11:15	
	10:55		4:28					38	0	SG 10	62.11	TORODA		60.62			10:55	
	11:15		4:40					0	30	SG 14	66.58	FERRY, WASH.		56.15	W		10:35	
	11:25		4:50					50	47	SG 16	66.81	MIDWAY, B. C.	MD	55.92	D Y		10:20	
	11:55		5:13					10	8	SG 23	78.27	BEROEN		47.46	W		9:45	
	12:20pm		5:29					40	18	SG 24	80.96	MYNCASTER	MO	41.77	D W		9:25	
	12:40		5:40					8	8	SG 34	85.83	SYACKAN		36.90			9:00	
	1:05		6:00					21	8	SG 40	92.47	BRIDESVILLE, B. C.	B	30.26	D W		8:35	
	1:30		6:15					52	85	SG 45	97.50	MOLSON, WASH.	MO	25.23	R D W Y		8:15	
	2:00		6:35					40	9	SG 52	104.56	NINE MILE		18.17	W		7:40	
	2:35		6:55					40	9	SG 56	106.65	CIRCLE		14.08			7:10	
	3:15		7:16					40	8	SG 63	115.52	MOUNT HULL		7.21	W		6:40	
L 6:50pm	3:45	L 9:30pm	7:37								121.84	OROVILLE JCT.		0.89	R Y		A 6:48pm	
A 7:00pm	A 4:00pm	A 9:40pm	A 7:40pm					70	256	SG 71	123.78	OROVILLE	VR	0.00	R D W C		A 6:40pm	
Mon., Wed. and Fri.	Tue., Thur. and Sat.	Daily Ex. Sunday	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Tue., Thur. and Sat.	Daily Ex. Sunday	Mon., Wed. and Fri.					Time Over Subdivision Average Speed Per Hour						
700	706	252	296	700	706	252	296											
0.10 5.56	11.00 11.53	0.10 8.56	5.28 19.17															
										</								

NORTHWARD.

NINTH SUBDIVISION—CURLLEW TO REPUBLIC.

SOUTHWARD.

11

SECOND CLASS										Car Capacity of Sidings		Station Number	Distance from Curlew	Time Table No. 6		Telegraph Code	Distance from Republic	SIGNS	SECOND CLASS				
392	394	390	Mixed	Mixed	Mixed	Passenger Tracks	Other Tracks	Effective OCT. 1, 1922		STATIONS				389	393				391	Mixed	Mixed	Mixed	
Mon. Wed. and Fri.		Mon. Wed. and Fri.		Tues. Thur. and Sat.														Tues. Thur. and Sat.		Mon. Wed. and Fri.		Mon. Wed. and Fri.	
L 12.01pm	L 4.10pm	L 10.10am	61	0	8D 52	0.00	CURLLEW.....		W	21.20	R D W Y	A 9.50am	A 3.35pm	A 11.45am									
11.20	f 4.24	11.0.27	43	0	8D 58	6.07	07 MALO.....			16.12		f 9.33	f 3.05	f 11.10									
11.235	f 4.41	11.0.50	44	0	8D 55	12.52	55 POLLARD.....			8.58	W	f 9.15	f 2.40	f 10.50									
11.255	f 4.52	11.1.0	41	0	8D 58	16.19	57 TORBOY.....			5.01		f 9.05	f 2.30	f 10.35									
A 1.15pm	A 5.10pm	11.25am	58	40	8D 73	21.20	01 REPUBLIC.....		Z	0.00	R D W C Y	L 8.50am	L 2.15pm	L 10.15am									
Mon. Wed. and Fri.		Mon. Wed. and Fri.		Tues. Thur. and Sat.								Tues. Thur. and Sat.		Mon. Wed. and Fri.		Mon. Wed. and Fri.							
392	394	390										389	393	391									
1.15	1.00	1.15										1.20	1.20	1.30									
16.95	21.20	16.95										21.20	12.52	14.12									
Time Over Subdivision																							
Average Speed Per Hour																							

Special Rules.

Southward trains are superior to northward trains of the same class. Bulletin board located at Republic. Maximum speed for passenger trains twenty-five (25) miles per hour, freight trains twenty (20) miles per hour. It must be understood that the above is the maximum speed for freight trains, and that this maximum speed will not be made where track conditions will not warrant. Trains must not exceed a speed of ten (10) miles per hour while crossing bridge No. 130 between Karamin and Pollard.

NOTE.—See additional speed restrictions Page 13. Trains 389, 390, 391, 392, 393 and 394 will stop on flag at Karamin. Normal position of Junction switch at Curlew is for Eighth Subdivision.

INITIAL STATIONS.

Curlew for trains 390, 392 and 394. Republic for trains 389, 391 and 393.

TERMINAL STATIONS.

Curlew for trains 389, 391 and 393. Republic for trains 390, 392 and 394.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Curlew	Station Number	Switch at	Car Capacity
Karamin	9.47		South End	16
Karamin No. 2	9.93		North End	8
California	19.02	SD 70	North End	8

NORTHWARD.

TENTH SUBDIVISION—OROVILLE TO PRINCETON.

SOUTHWARD.

SECOND CLASS			Capacity of Side Tracks		Station Numbers	Distance from Oroville	Time Table No. 6 Effective OCT. 1, 1922		Telegraph Code	Distance from Princeton	SIGNS	SECOND CLASS	
	396		Passing Tracks	Other Tracks								397	
	Mixed						STATIONS					Mixed	
	Mon. Wed. and Friday											Mon. Wed. and Friday	
	L 7.00am		70	258	8G 71	0.00	 OROVILLE.....	VR	79.58	R D W C Y		A 6.20am	
	* 7.35		52	22	8G 83	11.34	 11.34 NIOHTHAWK.....		68.34	W		* 5.42	
	* 8.25		37	40	8G 93	21.24	 9.50 CHOPAKA, WASH.....	CA	58.44	D W		* 5.05	
	* 8.50		52	12	8G 103	30.83	 9.59 SIMILKAMEEN, B. C.....		48.85			* 4.21	
	f 9.00		0	12		34.00	 3.17 CAWSTONS.....		45.05			f 4.05	
	* 9.20		49	87	8G 110	38.06	 4.06 KEREMEOS.....	K	41.63	D W		* 3.51	
	f 9.45		16	0	8G 117	45.02	 8.96 ASHNOLA.....		34.06			f 3.31	
	f 10.05		11	0	8G 123	51.32	 8.20 BRADSHAW.....		28.35	W		f 3.01	
	* 10.20		29	13	8G 128	55.74	 4.43 HEDLEY.....	HD	23.94	D		* 2.46	
	f 10.35		0	11	8G 132	60.92	 5.18 CORY.....		18.76			f 2.21	
	f 10.55		28	0	8G 140	67.71	 5.79 BROMLEY.....		11.97	W		f 2.05	
	f 11.10		16	0	8G 144	72.48	 4.75 NORMAN.....		7.22			f 1.52	
	f 11.20		17	0	8G 149	77.20	 4.74 ALLISON.....		2.48			f 1.37	
	11.33					79.48	 3.28 K. V. JCT.....		0.20			1.32	

TRAINS WILL BE GOVERNED BY KETTLE VALLEY TIME TABLE AND RULES NORTH OF K. V. JCT.

	A 11:35am		53	81	8G 152	79.68		0.20 PRINCETON	OD	0.00	R D W Y K		L 1:30pm		
	Mon. Wed. and Friday												Mon. Wed. and Friday		
	396												397		
	4:35												4:50		
	17.39												16.49		
Time Over Subdivision Average Speed Per Hour															

Special Rules

Southward trains are superior to northward trains of the same class. Bulletin board located at Oroville.

NOTE.—See additional speed restrictions Page 13.

Maximum speed for passenger trains between Oroville and K. V. Jct., thirty-five (35) miles per hour, freight trains twenty-five (25) miles per hour.

It must be understood that the above is the maximum speed for trains and that this maximum speed will not be made where track conditions will not warrant.

All trains reduce speed to fifteen (15) miles per hour over bridge 388 two (2) miles south of Similkameen.

Trains 396 and 397 will stop on flag at Ruby Mine Spur.

The normal position of switch at Kettle Valley Junction is for the Kettle Valley main track.

Trains will not leave Chopaka and Similkameen until conductor has reported to and received clearance from Customs Officers.

YARD LIMIT BOARDS PLACED:

Oroville—0.2 miles north of north switch.
Kettle Valley Junction—0.2 miles south of Kettle Valley Ry. switch.

INITIAL STATIONS.

Oroville for train 396.
Princeton for train 397.

TERMINAL STATIONS.

Oroville for train 397.
Princeton for train 396.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Oroville	Station Number	Switch at	Car Capacity
Stewart-Calvert Spur	1.38		South End	7
Enloe Dam Spur	3.50		North End	Private Spr
Benders Spur	11.80		South End	5
Ruby Mine Spur	16.39	SG 89	North End	9
Princeton M. & Dev. Co.	74.73		South End	2

Location and Length of Tunnels.

No.	Location	Length
7	4.95 miles north of Oroville	1761 feet
8	0.82 miles north of Princeton	1062 feet

CAPACITY OF ENGINES, IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSES.

13

STATIONS--	Ruling Grade	Class O 4 3200-3254				Class O 1 and P 1-3000-3144 " O 1 and P 1-1750-1764				Class F 8-1095-1109 " F 6-1110-1129 " F 7-1130-1139 " F 8-1140-1214 " F 9-1300-1324				Class G 2-700-719 " G 3-720-769				Class F 1-500-565 " D 5-450-476 " F 4-1094			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
o Bonner's Ferry	Down					3500	3150	2800	2625	2500	2250	2000	1875	2000	1800	1600	1500				
a Ferry to Hilliard	0.6					2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013				
d to Newport	0.6					2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013				
rt to Troy	0.5					3500	3150	2800	2625	2500	2250	2000	1875	1700	1530	1360	1275				
nd to Galena	1.0	1800	1620	1440	1260	1900	1740	1580	1420	1260	1100	940	780	975	815	655	495				
to Wilcox Creek	0.8	2700	2430	2160	1890	2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013				
Creek to Wenatchee	1.0					2000	1800	1600	1500	1250	1125	1000	938	1200	1080	960	900				
ches to Quincy	1.0					1600	1450	1280	1200	1200	1080	960	900	855	760	655	550				
to Wilcox Creek	0.8					2700	2430	2160	2025	1750	1675	1400	1313	1500	1350	1200	1125				
om to Blumstein	0.8	2300	2070	1840	1610	2050	1845	1640	1537	1200	1080	960	900	1000	900	800	750				
m to Spokane	1.0	2700	2490	2180	1890	2500	2250	2000	1875	1500	1350	1200	1125	1350	1215	1080	1013				
e to Hilliard	1.0	1900	1710	1520	1330	1700	1530	1360	1275	1200	1080	960	900	1000	900	800	750				
hia River to Withrow	2.0																				
dd to Withrow	1.0									600	540	480	450	480	432	384	360				
ches to Oroville	0.4									1200	1080	960	900	1000	900	800	750				
n to Wenatchee	0.3									2070	1840	1725	1850	1665	1480	1387					
u Marcus	1.0									2700	2430	2160	2025	2300	2070	1840	1720				
to Dean	1.0									1200	1080	960	840	950	855	760	665				
s Falls to Valley	0.5									1300	1080	960	840	950	855	760	665				
s to Meyers Falls	2.0									1800	1620	1440	1260	1200	1080	960	840				
s to Wanaga	1.0									625	563	500	438	500	450	400	350				
s to Marcus	1.0													1000	900	800	700				
a to Apex	1.6																750				
Jct. to Apex	2.5																475				
to Erie	1.4																275				
s to Midway	0.6																600				
y to Molson	1.25									1700	1530	1360	1190	1300	1170	1040	910				
s to Molson	2.5									950	855	760	665	750	675	600	525				
s to Princeton	0.8									500	450	400	350	425	383	340	298				
to Republic	1.5									1500	1350	1200	1050	1100	990	880	770				

ATHER RATING

- 1—When temperature is 25 degrees above zero or over.
- 2—Very frosty or wet. 5 to 25 above zero.
- 3—Five degrees above to 10 below zero.
- 4—10 below zero and Colder.

For second rating 10% off first rating.
For third rating 20% off first rating.
For fourth rating 30% off first rating.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary

COMPANY SURGEONS.

DR. H. B. ZIMMERMAN, CHIEF SURGEON, RAILROAD BUILDING, ST. PAUL.		Nelson..... W. O. Ross.	
Dr. John T. Rogers, Consulting Chief Surgeon, 4th Floor Hamm Building.		Spokane.....	S. B. Hopkins, Ophthalmic Surgeon.
Dr. Warren A. Dennis, Consulting Chief Surgeon, 4th Floor Hamm Building.		Spokane.....	J. G. Cunningham.
Dr. Emil Boeckman, Ophthalmic Surgeon, 641 Lowry Bldg., St. Paul.		Spokane.....	H. E. Wheeler.
Dr. Edward Boeckman, Ophthalmic Surgeon, 648 Lowry Bldg., St. Paul.		Odessa.....	Lee Ganson.
Troy..... W. H. English.		Harrington.....	L. F. Wagner.
Bonner's Ferry..... E. E. Fry.		Wilson Creek.....	John L. Harris.
Sand Point..... O. F. Page.		Ephrata.....	P. C. Mikelson.
Laclede..... F. W. Didier.		Wenatchee.....	A. E. Gearhardt.
Newport..... J. T. Phillips.		Brewster.....	C. R. McKinley.
Hillyard..... J. Farrow.		Omak.....	J. G. Lovell.
Marcus..... H. F. Crain.		Grand Forks.....	C. M. Pinkston.
Northport..... G. W. H. Moore.		Oroville.....	E. E. Effner.

TIME INSPECTORS.

Spokane (Room 205 Realty Building).....	T. J. Morris.	Wenatchee.....	Howard Thomas.
Hillyard.....	L. R. Squibb.	Oroville.....	Wm. B. Mishler.
Bonner's Ferry.....	O. F. Howe.	Republic.....	A. J. Jolliff.
Nelson.....	Patenaude Bros.		

Speed Restriction for Trains on Entire Division.

Speed Restriction for Trains on Entire Division.

Maximum speed on curves for all trains:

- 4 degrees—40 miles per hour.
- 5 degrees—35 miles per hour.
- 6 and 7 degrees—30 miles per hour.
- 8 degrees and sharper—25 miles per hour.

On descending grades of 1.8% and greater, the maximum speed for freight trains must not exceed fifteen (15) miles per hour; and on less than 1.8% descending grade to a 1% grade the speed must not exceed twenty-five (25) miles per hour, live stock and fruit trains excepted. On a 1% grade and less, thirty (30) miles per hour will be the limit.

It must be understood that the above is the maximum speed for freight trains, and that this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders.

Speed Table.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

R. I. TRIPLETT, Dispatcher.
T. F. MILLIGAN, "
L. F. SHORES, "
M. B. ROACH, "

W. C. RUPLEY, Dispatcher.
E. C. BARRETT " "
P. J. FLAHERTY, " "
E. A. LEAHY, Asst. Chief Dispatcher.
D. W. DUNN, Asst. Chief Dispatcher.

A. KASE, Chief Dispatcher.
M. H. MURTHA, Trainmaster.
C. A. MANTHE, "
W. CARSWELL, "
B. LANTRY, Asst. Supt.